

ECS **TUNING**®

AUDI B8 A4/A5 2.0T

VENT POD
BOOST GAUGE

INSTALLATION
TUTORIAL

ES2723973



This tutorial is provided as a courtesy by ECS Tuning.

Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

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Required Tools

3mm Allen Wrench

*Radio Removal Tools [ES251721](#)

Flat Blade Screwdriver

*Torx 30 Bit/Screwdriver [ES2500878](#)

5mm, 8mm, 13mm Sockets and Ratchet

*Schwaben Trim Removal Kit [ES517779](#)

*Available at ECStuning.com



Open the hood and place protective fender covers on the vehicle, as you will be leaning into the engine bay often.

Remove the upper engine cover by pulling up gently at the corners.



Disconnect the PCV hose at the intake manifold by squeezing the retainer tabs together and pulling the hose off of the intake manifold.



Unpack the Boost Tap, being careful not to lose any of the small parts

Apply Loctite to the pipe plug. Install the pipe plug into the upper hole as shown, using the 3mm allen wrench. Tighten the plug just until snug, do not over tighten it.



Apply loctite onto the nipple threads. Install the nipple in the lower hole. Tighten the nipple just until snug, do not over tighten it.

NOTE: You may need to use pliers to tighten the nipple. When doing so, be sure to protect the nipple with tape or a rag so as not to damage it.



Install the Boost Tap into the intake manifold by pushing it into the intake manifold until it is completely seated.

Carefully push the retainer clip into place.

NOTE: Be sure the Boost Tap is completely seated; you could otherwise break the retainer clip during installation.



Note the position of the Boost Tap. The nipple should angle slightly downward, as shown in the picture.

This will ensure that the vacuum hose, once attached, can be routed accurately while removing the nipple from a vulnerable position.

Connect the PCV hose to the Boost Tap by seating it fully until you hear the retainer tab “click” into place.



Open the driver's door.

Carefully remove the LH trim panel/fuse cover using a non-marring trim removal tool.



Remove the 8mm bolt on the LH side of the driver's lower dash panel.



Remove the two 8mm bolts on the underside of the driver's lower dash panel.

When all screws are removed, pull the top edge of the lower dash panel straight out until it clears the retainer tabs in the dash.

When the tabs clear the dash, drop the dash panel down into the driver side footwell.

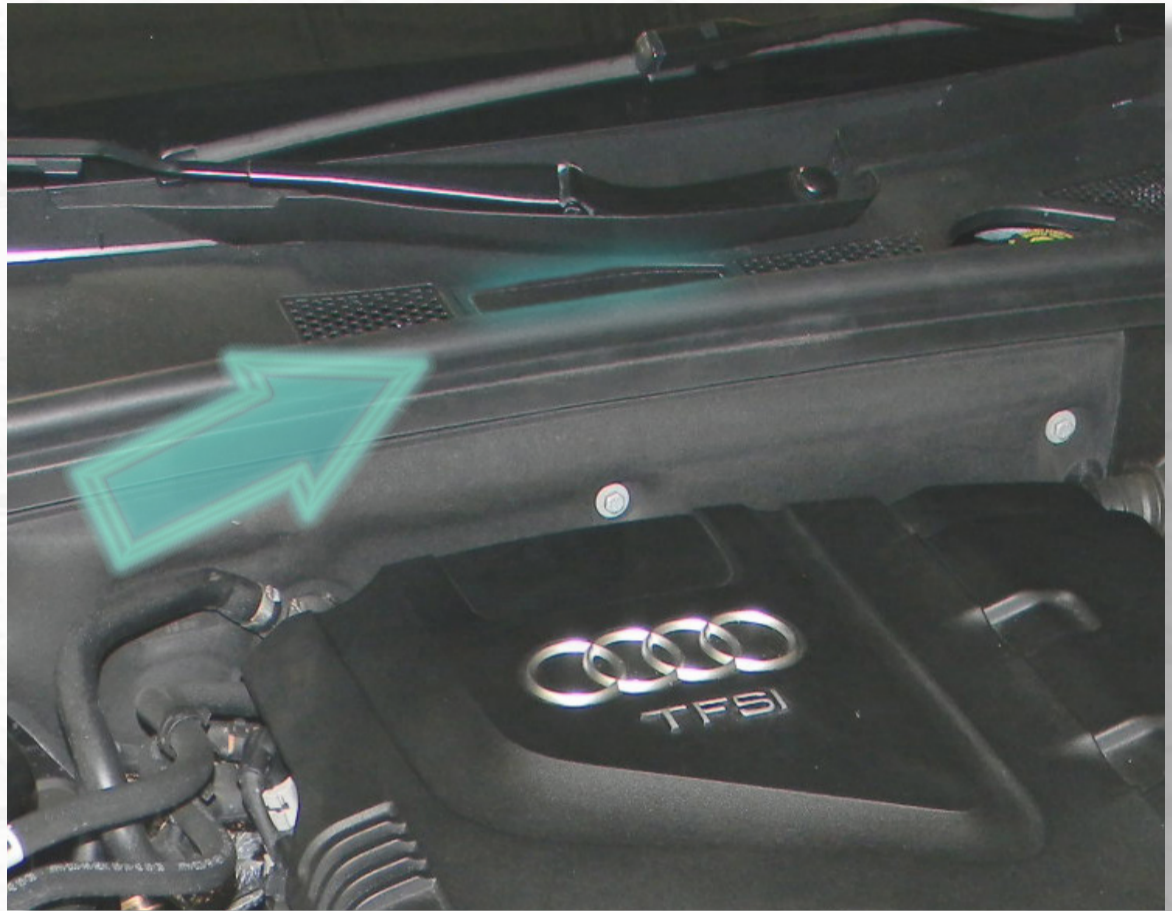


Disconnect the footwell light.

Remove the OBDII Connector from the panel by releasing all 5 tabs and sliding the connector out of the panel.

Note: Be careful not to pull on the wires while removing the connector.





Moving back to the engine bay, remove the battery positive connection access panel in the center of the cowl.



Note the location of the cowl panel retainer (arrow).

Remove the plastic retainers from each side of the cowl panel using a flat blade screwdriver.

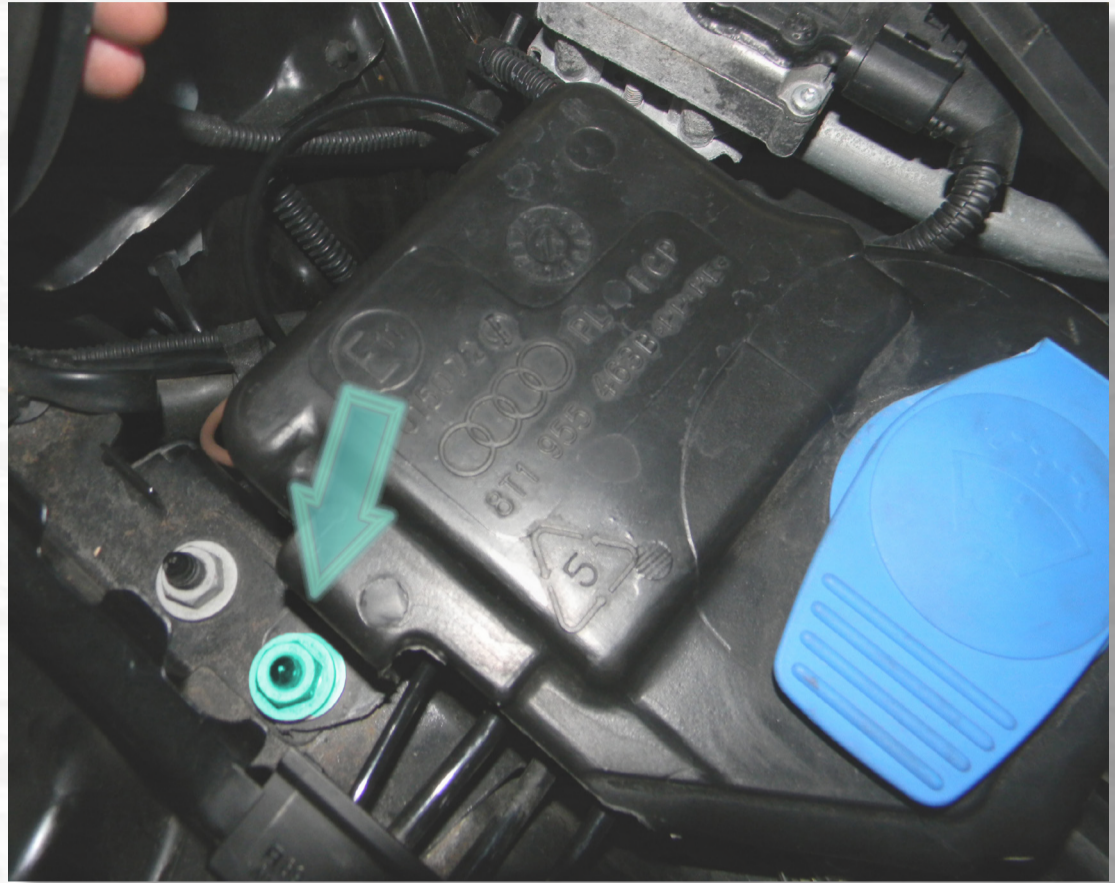


Carefully remove the cowl panel by releasing the center retainer, lifting up at both sides and pulling it towards the front of the car.



Remove the 13mm nut holding the washer fluid fill spout in place.

Carefully pull up and out on the washer fluid fill spout to remove it.



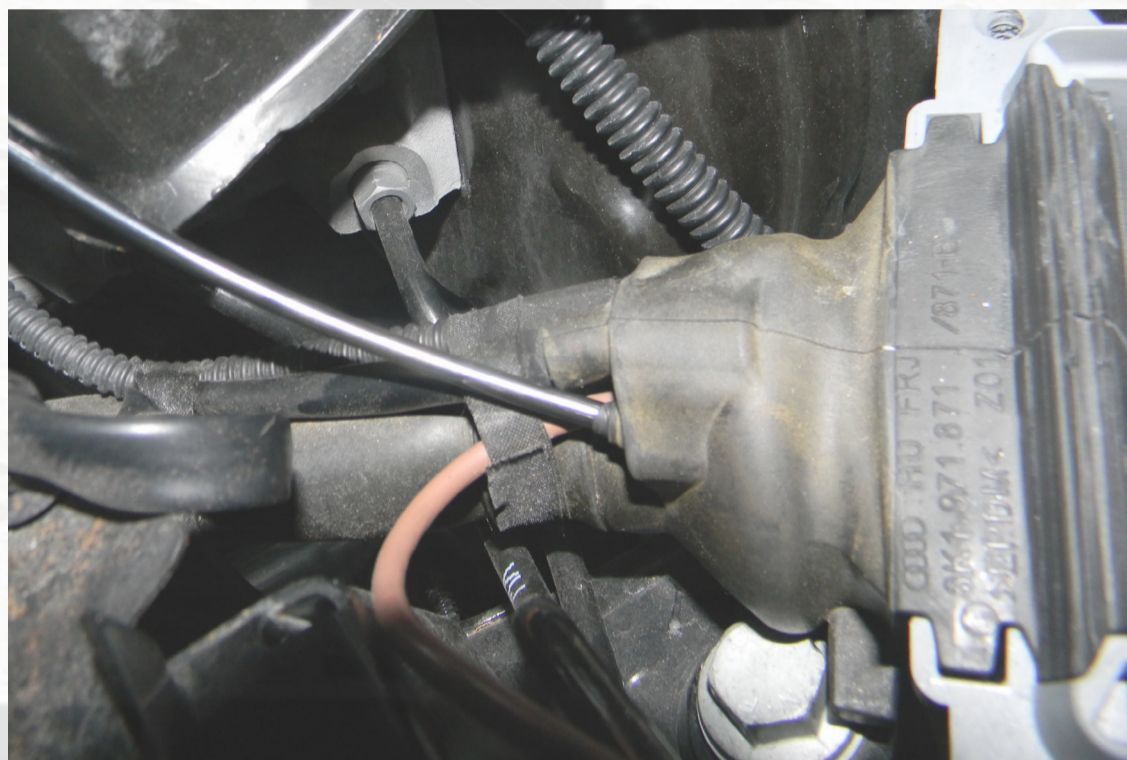
Remove the ECU cover by removing the three Torx T30 screws and lifting the cover off.



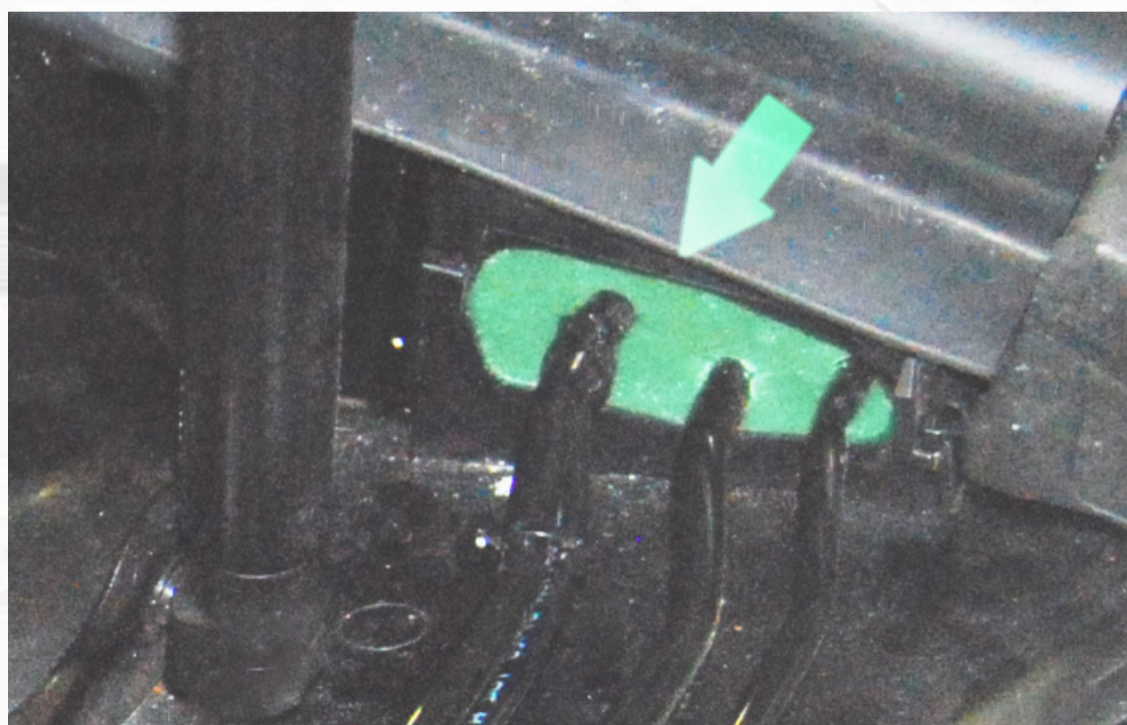
Route the rigid plastic tube starting from inside the vehicle and push it through, next to the ECU, into the cowl area.



Locate the rubber wiring boot for the ECU harness.
Route the plastic tube through the rubber wiring harness boot as shown in the picture. Using a small angled pick will help you expand one of the existing holes in order to slide the tube through.



Route the tube through the foam seal just in front of the ECU housing.



Route the tube along the brake lines and A/C line, securing it in place with the provided wire ties.

Install a piece of the flexible vacuum hose between the Boost Tap and the rigid plastic line.

Cut this hose to length so it has enough slack to make up for engine movement, making sure it is not too long to interfere with any other components.



- Reinstall the cover for the electrical center.
- Seal the exit area of the vacuum tube with a small amount of silicone sealant.
- Reinstall the washer fluid fill spout and the 13mm nut.
- Reinstall the cowl panel, cowl panel retainers, and positive access cover.
- Reinstall the engine cover.

INSTALLING THE VENT POD BOOST GAUGE

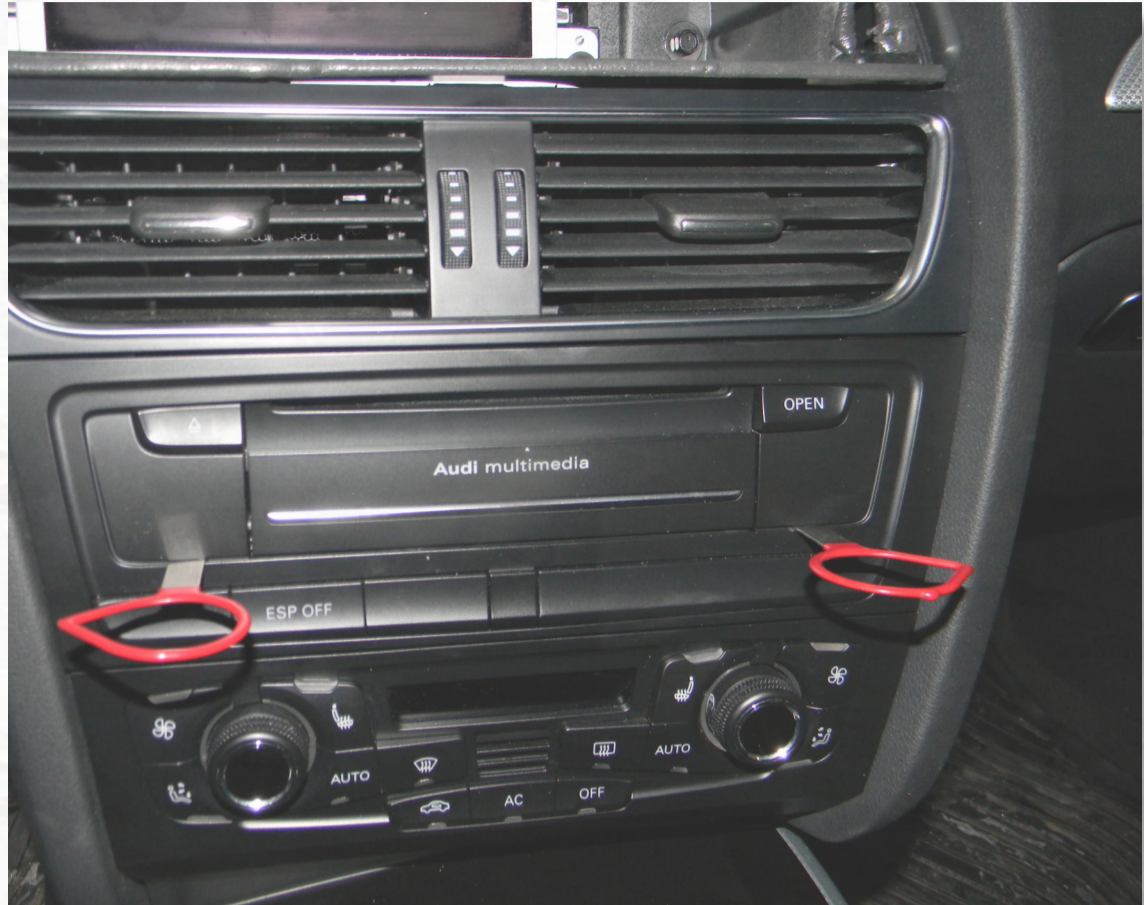
Remove the upper RH dash trim piece by pulling out on the bottom of the trim piece to release the clips.



Disconnect the electrical connector for the Hazard light switch.



Using the Radio removal tools, slide the radio out so the center vent can be removed.



Note: The radio does not need to be completely removed, but be careful not to slide it out too far so it falls onto the console.



Unplug the electrical connector from the top of the center outlet vents.

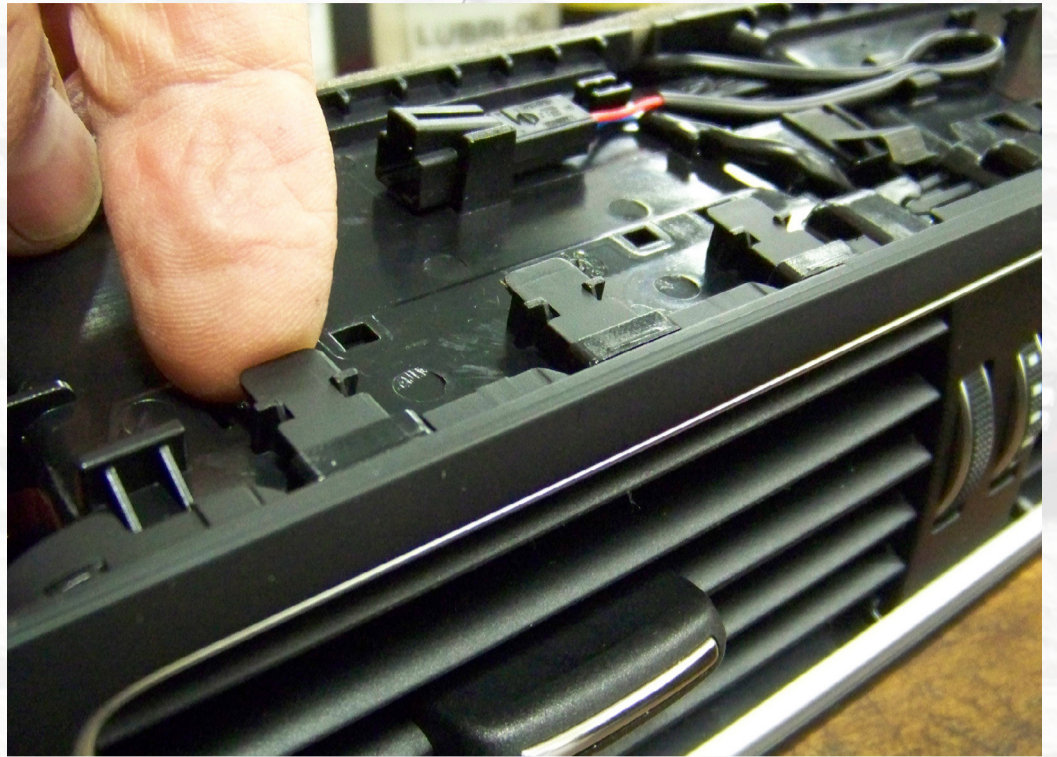


Remove the center outlet vents by pulling outward to release the clips.



Pry up on the retainer tabs holding the trim bezel to the main vent housing.

Move the tabs just far enough to release them all until you can remove the bezel and chrome trim beneath it.

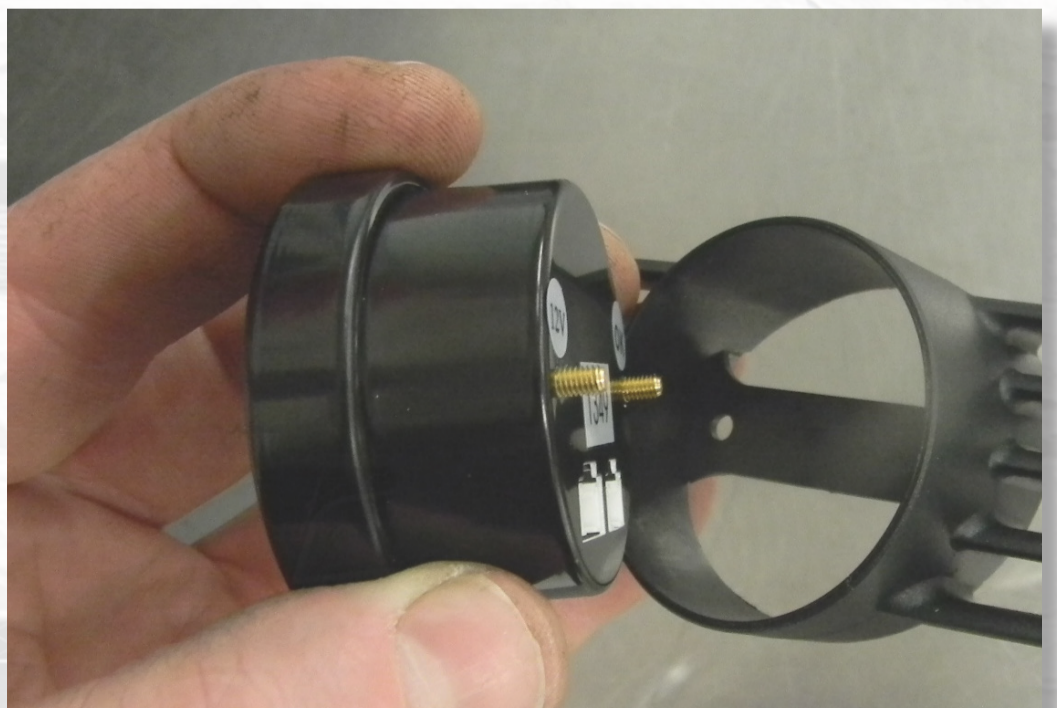


Pop off the center trim panel at the vent control rollers. This is a snap-in-place piece, so work carefully to avoid damaging it.

Remove the LH vent louvers by pulling outwards at the center.

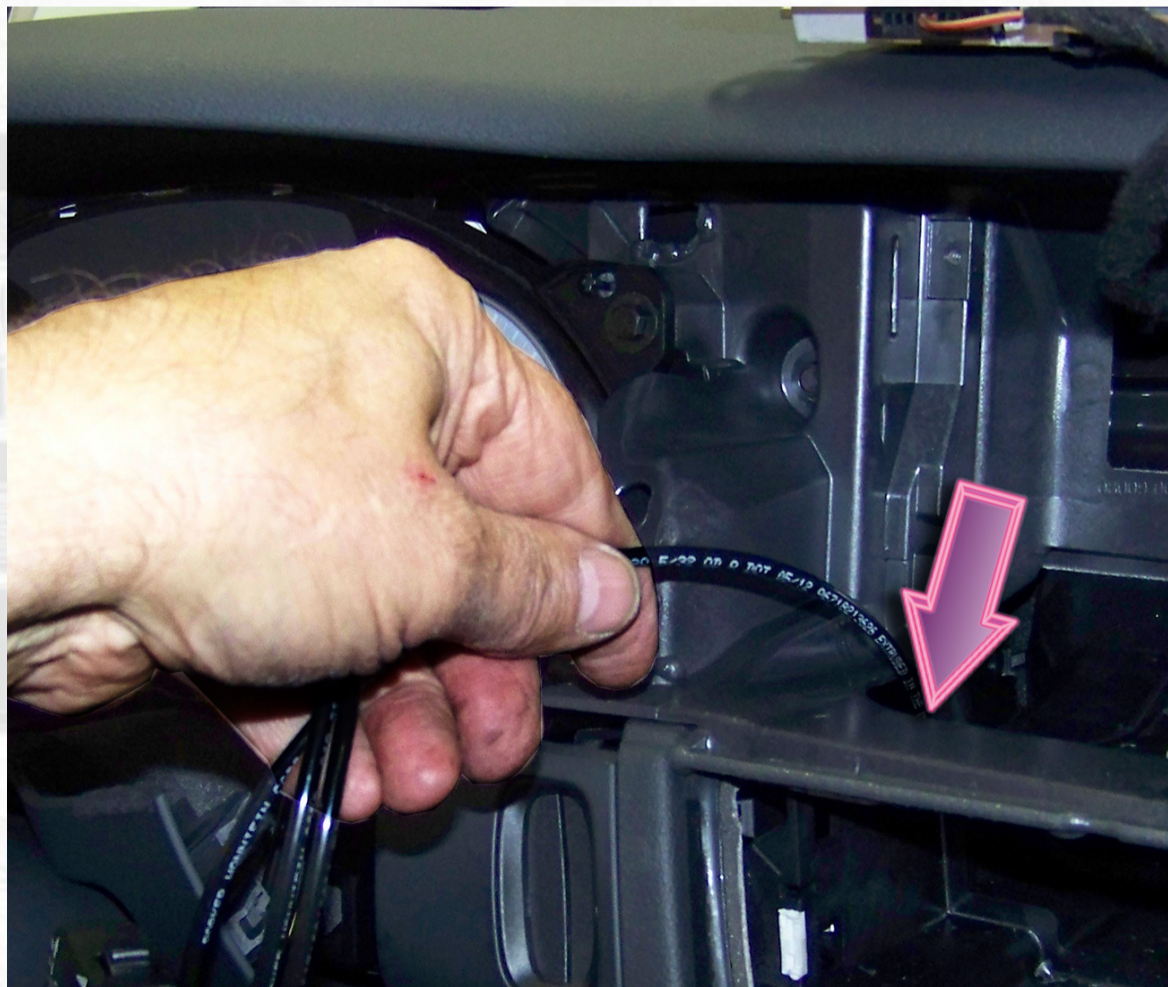


Install the boost gauge into the vent pod using the two 5.5mm nuts and lock washers provided in the kit.





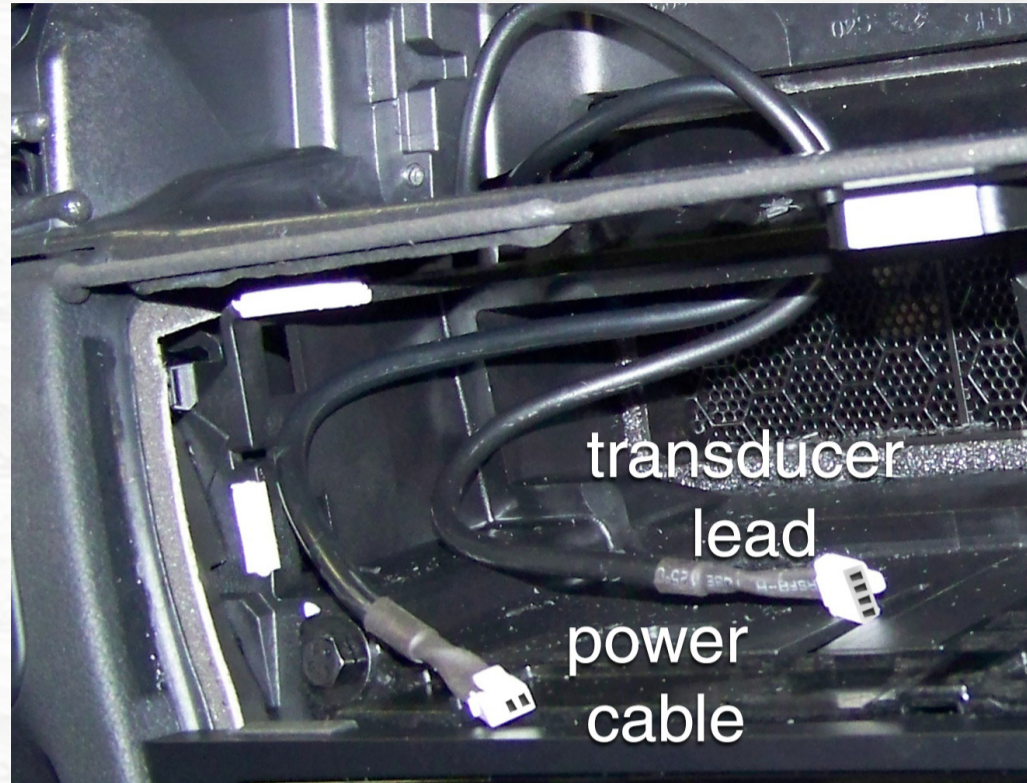
Trim the rigid plastic tubing and install the vacuum transducer as shown using two pieces of the flexible vacuum hose and the inline filter.



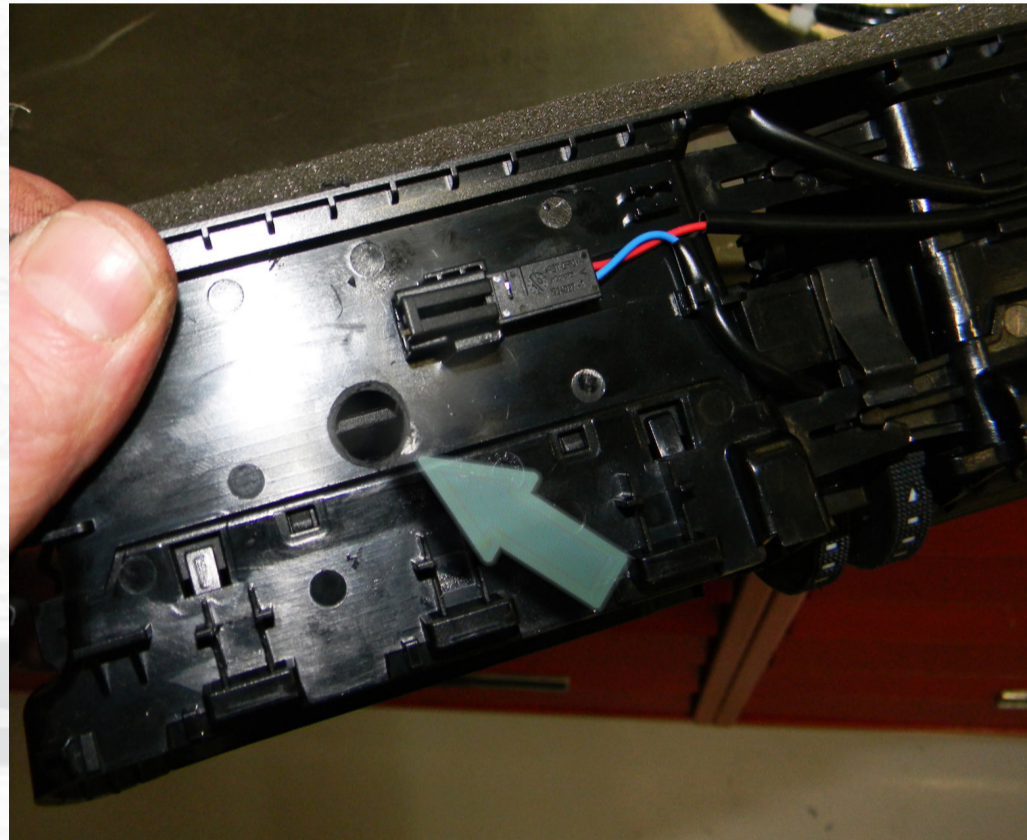
Take the extra rigid plastic tubing from the kit and fish it down through the left side of the dash next to the air ducts (arrow) until it comes out beneath the dash in the driver side footwell.

This is a fairly large opening, and fishing the narrow, rigid plastic tubing down to the footwell is easy.

When the tubing comes out in the footwell, tape the power harness and the harness from the transducer to the plastic tubing, then pull the tubing back through the dashboard cavity into the opening for the center vents. Untape the tubing and harnesses.



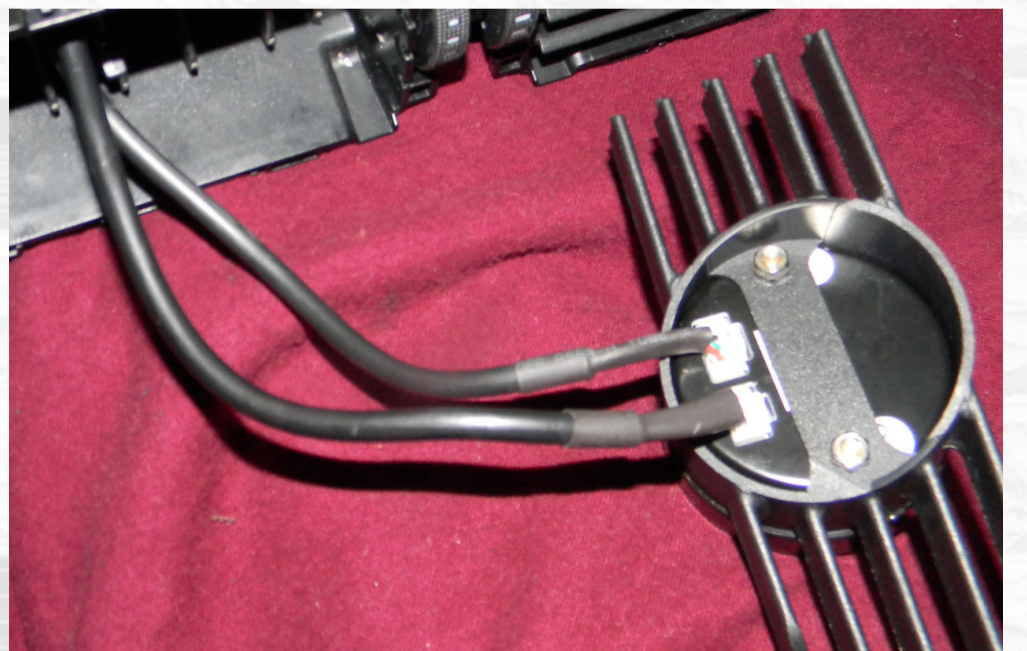
Drill a 12mm hole in the main vent housing at the location shown in the photo.



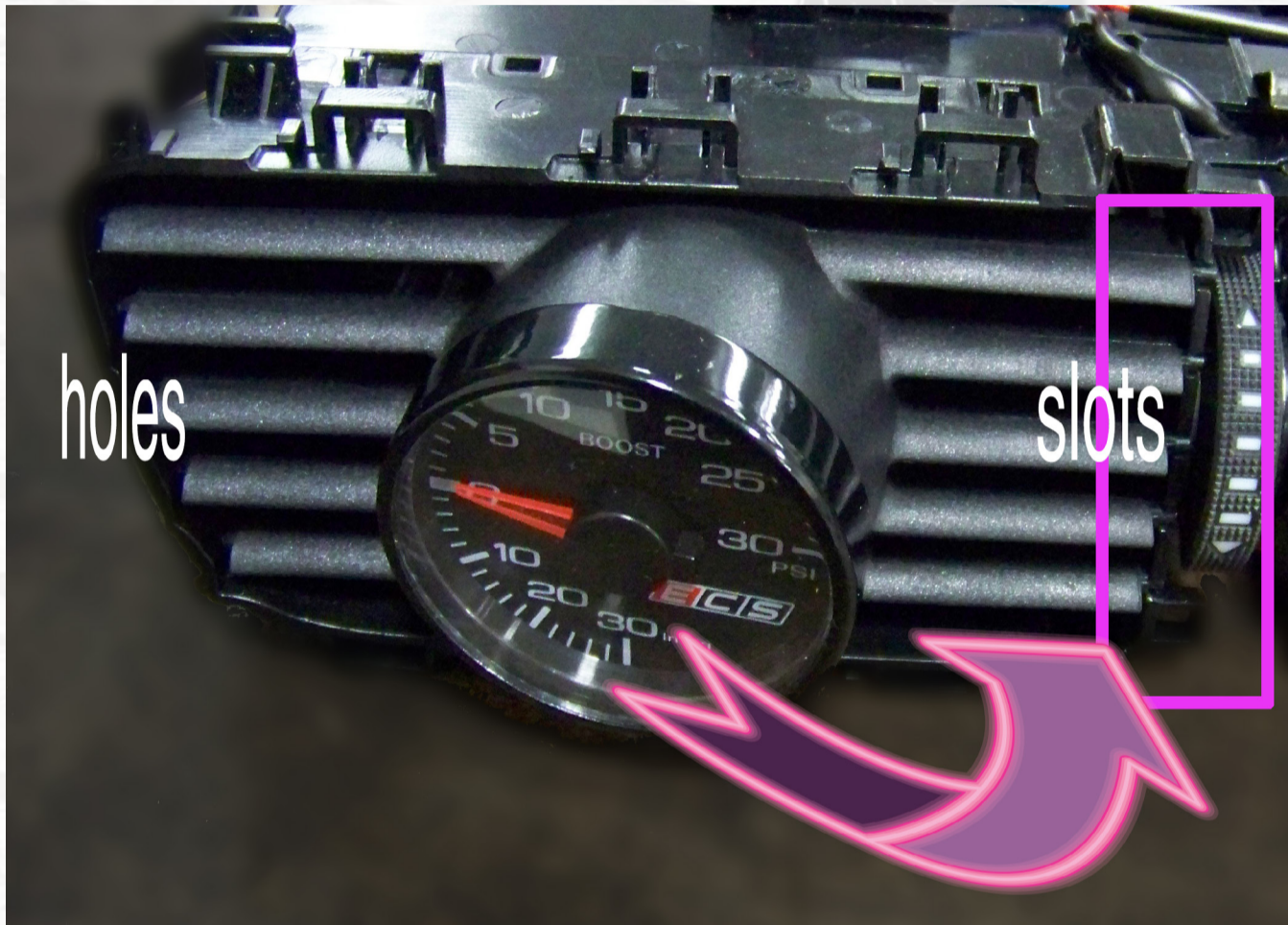
Route the two harnesses through the 12mm hole and out the front of the main vent housing.

Connect the two harnesses to the rear of the Boost Gauge.

Service Tip: The harness connectors are different sizes and will plug in only one way.



Install the vent pod with gauge into the vent housing beginning with the holes on the left side, then pivot the vent pod inward on the right side until the right side pins fall into the slots, highlighted here. Gently pull both wiring harnesses through the hole in the center vent housing as you guide the vent pod into place. Once the vent pod is fully seated in place, make sure the wiring harnesses do not interfere with the vent shutoff door.



- Reinstall the vent roller trim panel.
- Reinstall the chrome trim and vent housing bezel on the main housing.
- Make sure all the plastic tabs snap in place securely.



While guiding the wiring harnesses back into the dash, slowly push the center outlet vents back into the dash until they are fully seated.



Now it's time to provide power, ground and illumination to the gauge

The best place to get all three is at the 12V power adapter (cigarette lighter socket) at the base of the center console.

Service Tip: To prevent damage to the dashboard polished faces and console trim, apply masking tape as we have done here.

Slide the heat and AC control head from the dash. You may have to pry at the edges with your trim tool to free it. Tie the head up, out of your way with a piece of thin, insulated wire, or similar.



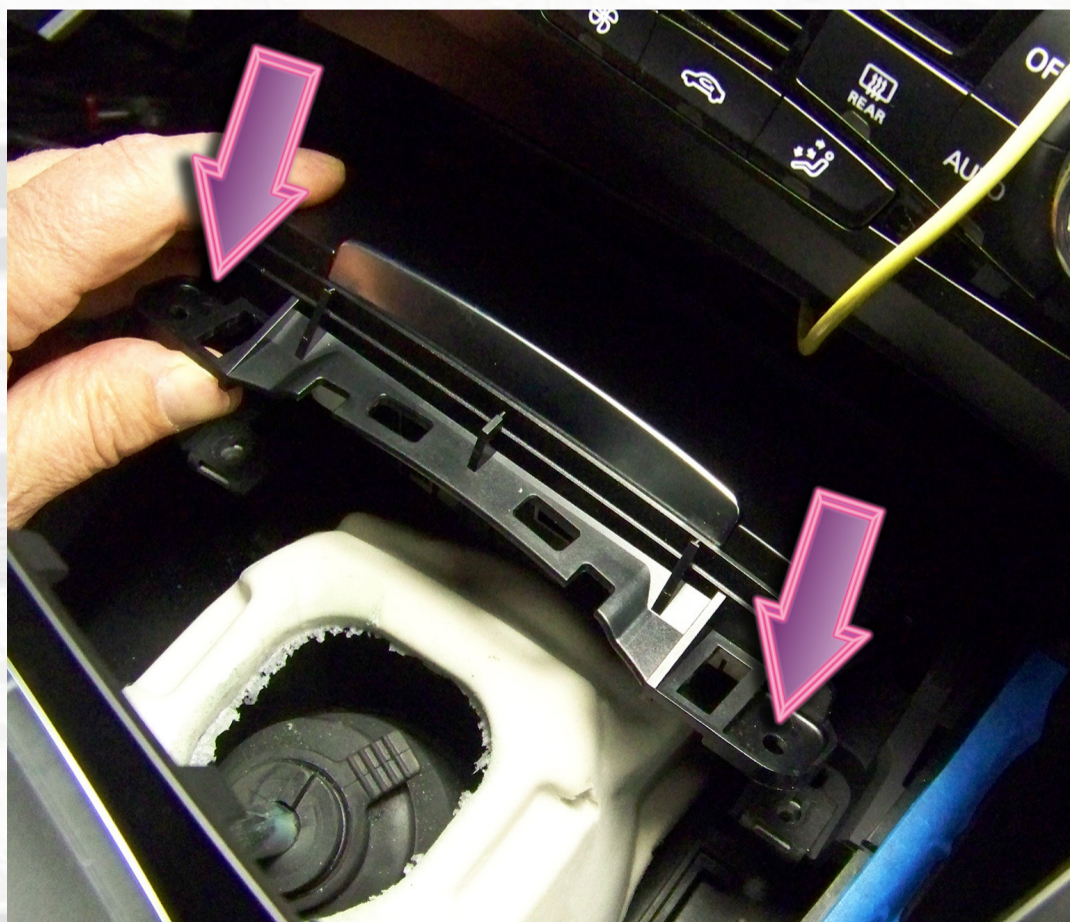
Insert your fingers into the shift boot area indicated by the upper arrows. The idea is to lift the rear of the shift boot and surrounding console cover. If you must pry at the perimeter, do so carefully, working in the area indicated by the lower arrows.

When the center cover is removed, rotate it 90 degrees and pull it back out of your way.



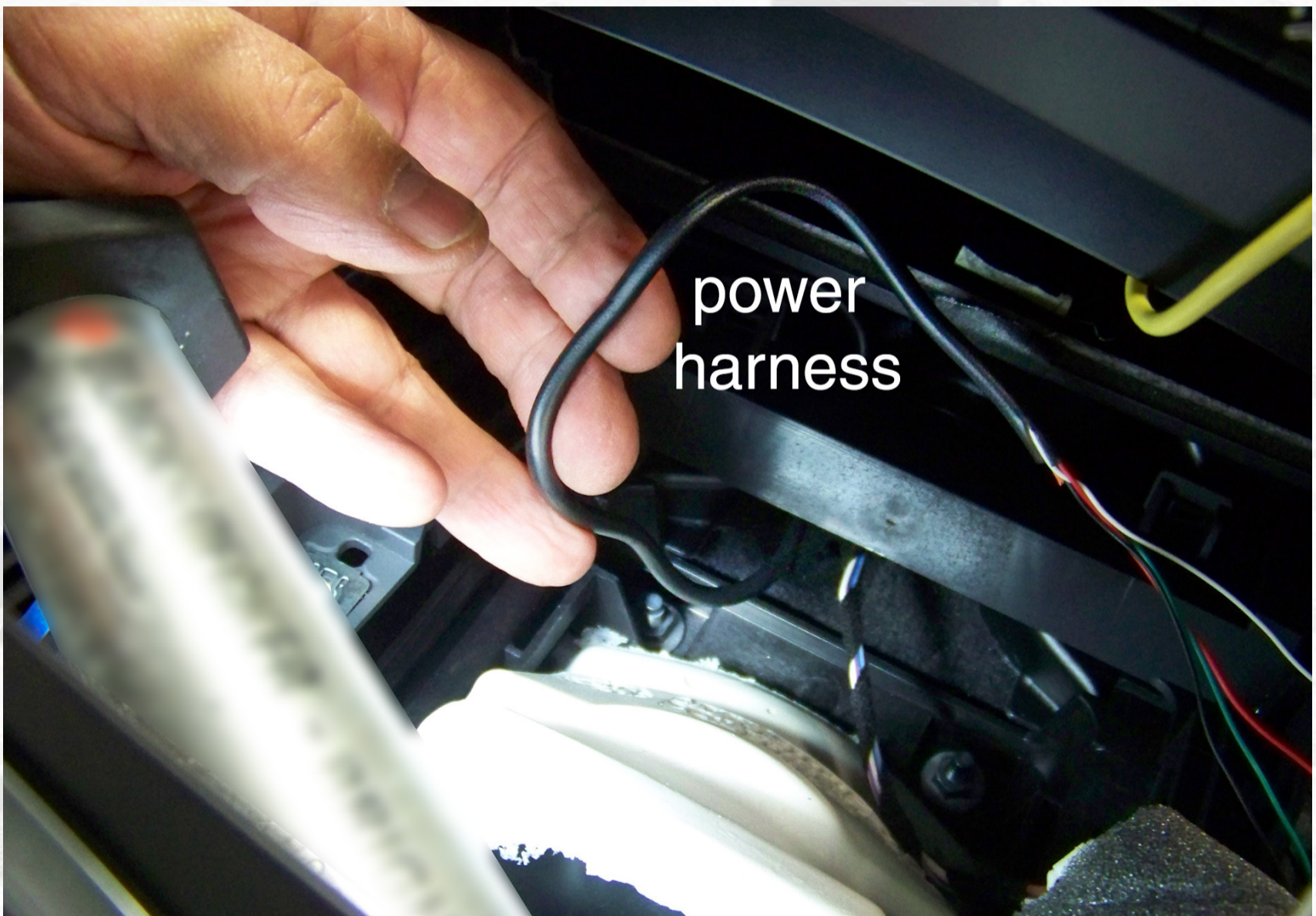
Remove the two screws holding the ashtray assembly in the console (locations indicated by arrows). Then slide the ash tray assembly toward the shifter, out of the console.

Service Tip: Before flipping the ashtray over to access the power adapter wiring, you may wish to slide a clean plastic bag over the assembly to prevent scratching of the smooth plastic surfaces.



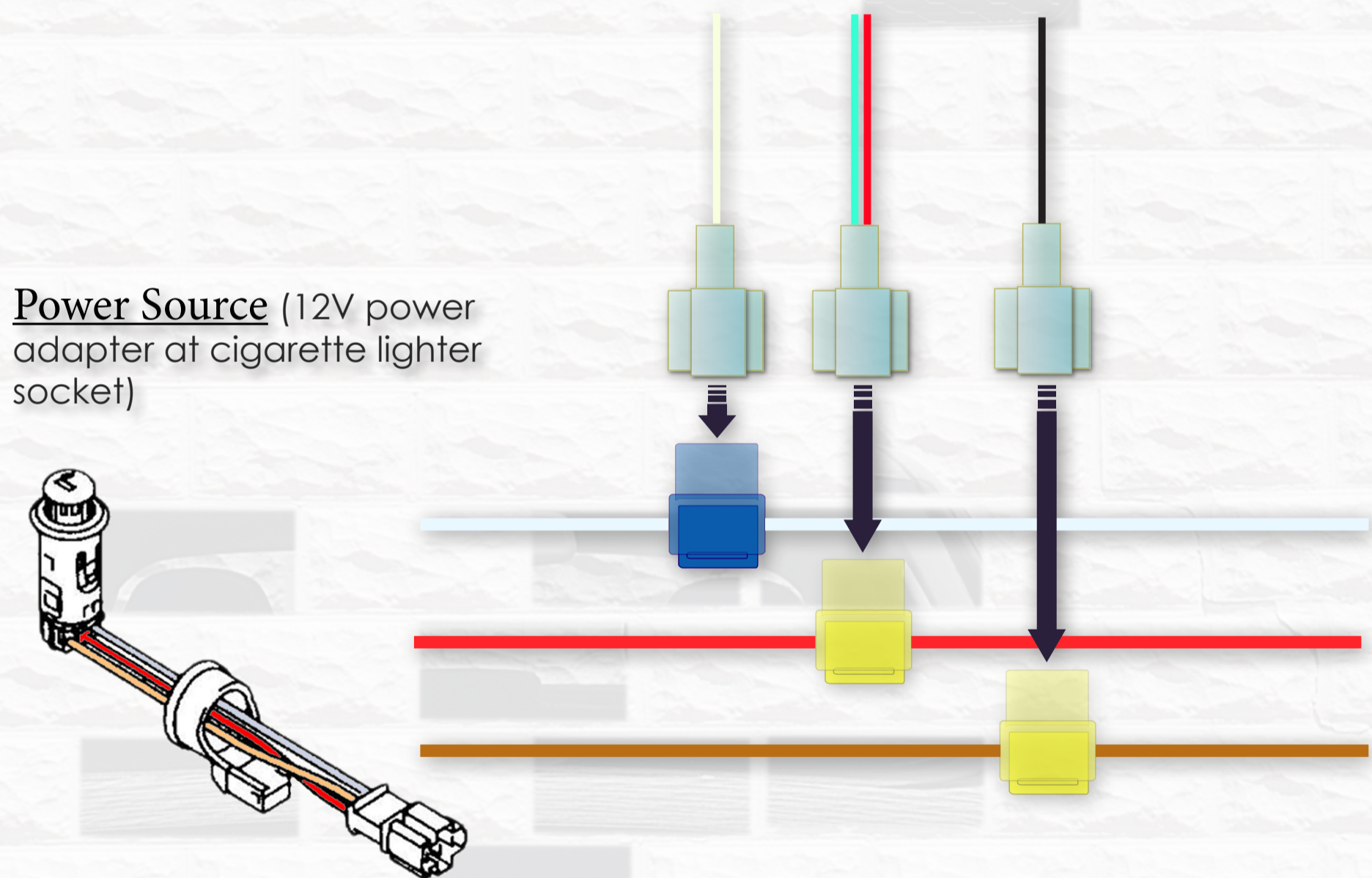
Fish the power harness from the footwell, up the side of the center console, into the opening behind the ashtray, and pull it through. (Use the plastic tubing as a fish again, if necessary.)

The power harness has four wires: white, red, black, and green.



- Crimp yellow Scotchlok™ connectors over the red (keyed-power) and brown (ground) wires at the rear of the power socket.
- Crimp the blue Scotchlok connector over the gray/blue wire (dashboard illumination). Make sure the connectors snap closed.
- Strip away a short length of insulation from each of the power harness wires to expose bare copper strand.
- Crimp one insulated spade connector over the white wire copper, and another over the black wire.
- Twist the red and green wires together, and crimp them in a third insulated spade connector.

Boost Pod




- Plug the spade connectors into the Scotchloks as follows:
- Plug spade connector with red and green wires into Scotchlok at red wire
- Plug spade connector with white wire into Scotchlok at gray/blue wire
- Plug spade connector with black wire into Scotchlok at brown wire

Before reassembling the dash, start the engine and make sure the new gauge is functioning properly. Safely secure the vacuum transducer and wiring harnesses in the drivers footwell using cable ties. Reinstall each part you have removed during the install, being mindful of fitment and security:

*Reinstall the ashtray assembly.
Reinstall the A/C control panel.
Reinstall the radio.
Reinstall the center console panel.
Reinstall the shifter boot.
Reinstall the upper dash trim.
Reinstall the drivers lower dash trim.
Reinstall the LH dash trim panel.*

Enjoy!



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